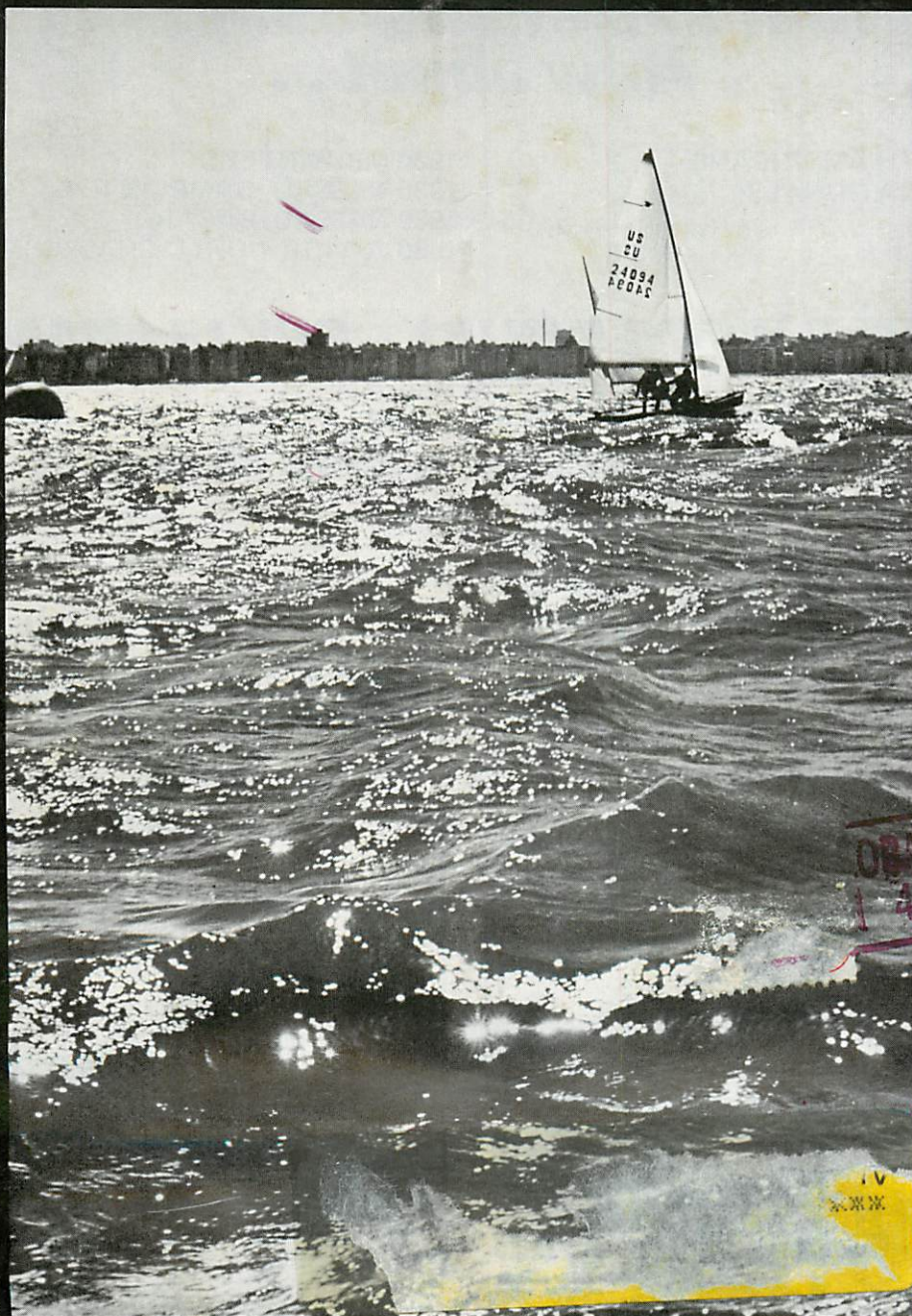


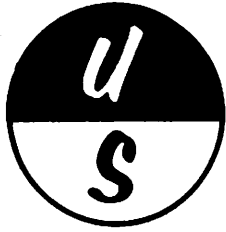
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Oxford Incident winners, in order of finish, right to left, with Glenn Foster, Junior winner at extreme left.



Oxford Accident winners, in order of finish, right to left, with Jim Hater, C-MOM winner at the extreme left.

Competition close in both fleets

Oxford Incident/Accident, Ohio Open Boast Ideal Conditions

The 1980 Ohio Open/Oxford Incident and Oxford Accident offered some of the most pleasant sailing of the season for thirty-nine Snipers. Both Saturday and Sunday had bright sunshine, mild temperatures and winds about 5-10 mph.

On Saturday, after three races, youth, enthusiasm, and skill edged out age and experience as John Irvine held a slight lead over Bob Rowland in the Ohio Open/Oxford Incident while Erik Witt held a comfortable lead over Neil Harrell in the Oxford Accident. On Sunday morning, the winds started slow and tapered off. However, they did occasionally build to about 5 mph and the Race Committee set a triangular course and one race was sailed. In the Ohio Open/Oxford Incident, John Irvine/Ted Horst of Cowan Lake, drifted over the finish line in first to capture the first-place trophy. Close behind in second was James Hill/Robin Reisch of Acton Lake who received

the second-place trophy and in third and receiving the third-place trophy was Bob Rowland/Sandy of Cowan Lake

In the Accident, Erik Witt/Manfred of Indianapolis, took the first-place trophy with a first, Neil Harrell/Linda of Acton took the second-place trophy with a third on Sunday, and Dave Congdon/Steve of Muncie, took the third-place trophy with a second.

The Race Committee did an outstanding job both Saturday and Sunday in handling the wind shifts in setting the courses and relaxing in the rescue boats.

Junior trophies were awarded, when possible, to the best finishing Junior who did not take a trophy from a Senior. In the Ohio Open/Oxford Incident, Glenn Foster from Diamond Lake took the trophy while Erik Witt took the honors in the Oxford Accident (all juniors in the Accident won trophies).

The Oxford Accident is also the final

series for the C-MOM trophy. This trophy is a traveling trophy in District III which is awarded this year to the best B Fleet skipper in the three regattas in the series — Middlefork's George E. Howell, Cowan Lake's Riff-Raff, and Acton's Accident. The regatta's scores are totaled and low score wins.

This year's winner is Jim Hater from Acton Lake. All of us in the B Fleet wish Jim the best of luck next year — as he begins passing his sage advice and wisdom along to the three junior skippers in the family.

We hope to see everyone again next year and hopefully the traditional fair winds, colorful scenery and invigorating weather will prevail.

*Tran Alfrey
Fleet 515*

OHIO OPEN/OXFORD INCIDENT (Top 10 of 21 entries)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
24271	John Irvine/Ted Horst	Cowan Lake	3-1-4-1	13.7	1
23288	James Hill/Robin Reisch	Acton Lake	4-4-1-2	19	2
24272	Bob Rowland/Sandy	Cowan Lake	1-5-3-3	21.4	3
21777	Jim Menzies/Peggy	Cowan Lake	2-2-7-13	38	4
20659	Ray Schmit/Virginia Ford	Chicago	5-10-9-7	54	5
23333	Peter Keen/Christine	Cowan Lake	12-6-5-9	54.7	6
21120	Bob Hill/Mike Hater	Acton Lake	14-3-10-8	55.7	7
23968	Paul Wood/Amy Newell	Akron	11-8-2-18	58	8
18886	Bill Coberly/Chad	Decatur	10-7-12-6	58.7	9
10962	Mike Zalzal/Marty Massoud	Cowan Lake	8-18-6-12	67.7	10

OXFORD ACCIDENT (Top 10 of 18 entries)


Boat	Skipper/Crew	Fleet	Places	Points	Finish
22350	Erik Witt/Manfred	Indianapolis	1-4-3-1	13.7	1
21109	Neil Harrell/Linda	Acton Lake	4-2-7-3	29.7	2
15509	Dave Congdon/Steve	Muncie	6-7-2-2	30.7	3
19267	John Szczepanski/Andrea	Lake Carlyle	5-9-1-6	36.7	4
23595	Tran Alfrey/Nancy	Acton Lake	8-5-4-5	42	5
23038	Bill Wooster/April	Cowan Lake	13-1-6-8	44.7	6
17238	Earl Purtee/Sue	Richmond	10-3-5-11	48.7	7
22562	Jim Hater/Carolyn	Acton Lake	12-8-9-4	55	8
16697	Roger Hicks/Kathy	Chippawa Lake	2-12-16-12	61	9
19400	Dave Smith/Michele Bolyert	Cowan Lake	17-6-10-7	63.7	10



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(USPS 611-500)

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

MARCH 1981
Vol. XXX No. 2

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Per Gothlin Elected North European Secretary

Per Gothlin, co-editor, along with his brother Mats, of SEGLING, Sweden's most important sailing magazine, was elected North European Secretary at the most recent European Secretaries meeting.

Per has been a leading Snipe sailor in the Stockholm fleet for almost 20 years, and he and his brother have represented Sweden in many international regattas including two world championships.

Photography is another of his hobbies, as well as one of his professions, and many of the best BULLETIN photos have the Gothlin credit line.



Per Gothlin

Per, who continues as Sweden's National Secretary, has a 5 point program in progress for building the class in North Europe:

1. Getting more people in the class. His suggestion is to have a 5-6 man board in each country to share the responsibility with the National Secretary. This board would include a vice-secretary, treasurer, PR man, etc. and meet every second month to consider promotional activities. Sweden already has such a board. They would produce a brochure in their own language with SCIRA info, attend boat shows, and set aside specific dates for prospective members to sail with fleets.

2. Getting more Snipes to travel within

THE COVER

The Rio de La Plata is truly a river of silver in this photo from the Western Hemisphere Championship at Montevideo, Uruguay. Winners Dave Chapin and Scot Young in US 24094 show their championship style in this action photo by Orosman Pingaro of the Nautilus Snipe Fleet in Montevideo.

the North European Countries by having each country schedule one regatta with boat and lodging free for up to 5 foreign entries. Having a team race every fall in the middle of North Europe is a second proposal.

3. Reporting activities to the BULLETIN. Per wants the name and address of a reporter from each country, who will be responsible for sending reports and photos of regattas.

4. Re-establishment of the Scandinavian Snipe BULLETIN created in the 50s by Svend Rantil.

5. Making the Nordic Championship more popular. For this he needs input from other countries involved.

Good luck to North Europe and the new secretary in these undertakings.

LETTERS

Are you looking for a new fleet member?

Winter time in the midwest gives the Snipe sailor time to repair damages from past season, and time to meditate on the familiar problem of "building a bigger and more competitive fleet."

I feel that it is essential to locate used Snipes that might be available to prospective sailors. Consideration might also be given to the inactive sailors in the fleet. Why are they not active? Can the fleet help them in any way? Or, if they are experienced would they be able to help the prospective sailor get started? Perhaps crewing or skippering for them early in the season. That first "starting line" to the novice can discourage a potential racer.

Many Snipe Fleets have social functions in the winter to which prospective members and their families can be invited. The prospective sailor might easily be discouraged by the attitude at the starting line if he hadn't known the friendliness and B.S.* around the punch bowl.

I feel that fleet members should be aware that excellence of their performance at Regattas of other fleets depends solely on the quality of competition in their home fleet. Therefore each fleet member should be aware of seeking out new members, helping them to get started, and promoting excellence in participation.

In this manner a great sailing season can be enjoyed by all, and continuance of the Snipe program with all its fun and camaraderie will be assured.

*Better Sailors

Jack Wagener
Lincoln, Ne.

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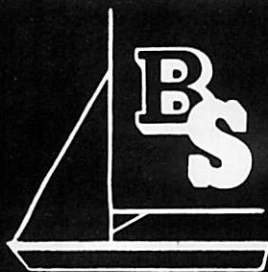
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If you have any questions, please call or write Mark Bryant or Andy Fox for more information about the CAB No. 1.

LOOK IN THE BULLETIN FOR MORE INFORMATION TO COME
"THINK SPEED"

Sincerely yours,

Mark Bryant

Argentini­ans Triumph At World Juniors

The two Argentinian crews dominated the World Junior Snipe Championship for the Lasino Trophy, finishing 1st and 2nd in the regatta, which was sailed in the Mediterranean Sea, September 7-14. Luis Martinez and Andres Longarela were first with 16 points, only one point ahead of Juan Cloos and Marcelo Escalada. Denmark's Heinrich Evers and Peter Schmidt were third; Colin Smith and Chris Atherton of England 4th; and Mike Segerblom and Brian Hosfeld of the U.S. rounded out the top 5.

Club Nautico Cuidadela on the Spanish island of Menorca was host and organized the activity for the 17 participants representing 10 Snipe nations. Because of ticket reservation difficulties from Cuidadela, Brazil, Sweden, Belgium and Norway were unable to attend. Angola cancelled at the last minute.

In the first race Martinez led from start to finish, with Smith of England 2nd, and Spain 3rd. Cloos won the second race in planing conditions, with Martinez 2nd, and Smith third.

The second day's racing saw near perfect conditions, with 10 knot winds, large seas, and plenty of sunshine. Denmark rounded the 1st mark first and won the morning race, followed by Argentina's two boats, and Colin Smith. The afternoon race was the closest of the series, with Martinez, Cloos, and Smith all finishing within 30 seconds.

The next day's one race was sailed in light wind, and Mike Segerblom of the U.S. won comfortably, followed by Argentina and Spain.

In the next day's shifty winds England led at the last mark, only to lose going to the finish by not staying to windward of the 2 Argentinians. Cloos won the last race in unsteady 8 knot breezes. Denmark and Spain were second and third.

The weather was excellent and the island was wonderful. All participants were put up at Hotel Farragut (named for a naval hero of both Spain and America).

Among those officiating at the prize-giving ceremony were Miguel Company, President of the Spanish Sailing Federation, and SCIRA Vice Commodore Arturo Delgado who wrote; "Noteworthy among the actual sporting events were the excellent sailing by both Argentinian crews, who absolutely dominated the Championship, and the bad luck of the first American crew (John Shadden), which was the only one with two break-ages, . . . which ended their chances and



Argentina smiled all the way home: L to R: Alejandro Cloos, Marcelo Escalada, Coach Pedro Sisti, Sec. Monica Salvat, Andres Longarela and Luis Martinez. Roberto Salvat, kneeling in front, was SCIRA Representative for the series.

forced them to withdraw from two races. However, what was important was the extraordinary feeling of comradeship among all participants, many of whom ended up in the swimming pool at the

prize-giving feeling a strong desire to push in somebody else . . . "

SCIRA Vice Commodore
Arturo Delgado and
Colin Smith, England

WORLD JUNIOR CHAMPIONSHIP (Top 10 of 17 entries)

Skipper/Crew	Nation	Points	Finish
Luis Cesar Martinez/Andres Longarela	Argentina	16	1
Juan A. Cloos/Marcelo Escalada	Argentina	17	2
Heinrich Evers/Peter Schmidt	Denmark	45.7	3
Colin Smith/Chris Atherton	England	46.4	4
Michael Segerblom/Brian Hosfeld	U.S.A.	53.1	5
Fernando Rita/Pepe Barca	Spain	69.4	6
Manuel Marmolejo/Carlos Bejarano,	Spain	72.1	7
Antonio Madeira/Jaime Trabucho	Portugal	80	8
Tommi Valkila/Paivi Valkila	Finland	87	9
Andreas Rosenlew/Mikael Seppala	Finland	91.7	10



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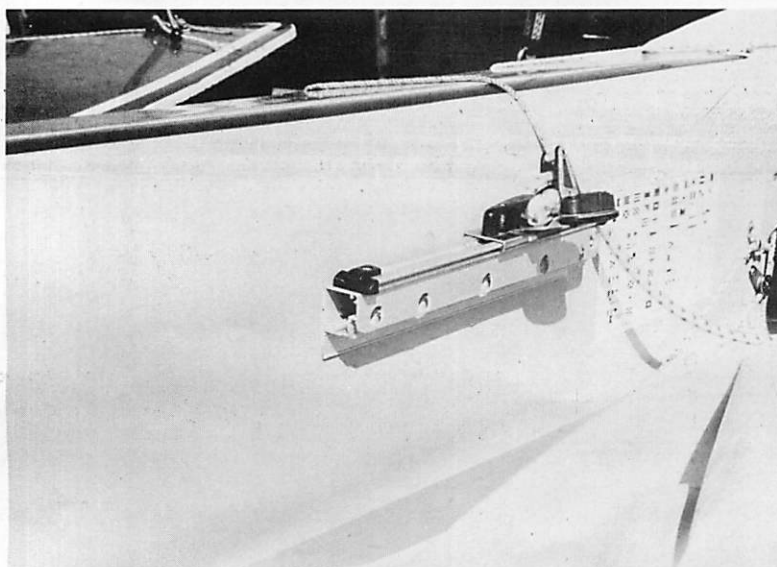
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Scenes From The EUROPEAN



Clockwise starting at top left: Victor and Liv Sinding-Larsen had a hard time in the heavy weather. Top right: Victor Sinding-Larsen, Norway's champion. Center right: Nils Monstad, winner of the European Veteran's prize for 30 years of Snipe competition. Bottom right: Finn Hansen, Norway, salutes his victory in the third race of the EC. Bottom left: Cockpit photo showing the jibleads at the most extreme inboard setting – as near centerline as possible. (Photos by Per and Mats Gothlin)

Championships

WESTERN HEMISPHERE



Clockwise starting from top left: Johnny MacCall and crew Diego Brauer, Argentina, with Montevideo in the background. Top right: Dave Chapin, Scott Young, and Augie Diaz with their "secretaries." Center right: Augie and Gonzo Diaz with second place trophies. Lower Center: Western Hemisphere Chairman Joe Murguia with flag officers in background. Lower left: Sailor with the weight of the world on his shoulders – mark used in the championship.

Fritz Gram Romps At Masters Regatta

The second annual Snipe Masters' began in fine fashion during early registration Wednesday afternoon with Eddie Williams, Dan and JoAnn Wesselhoft, and Red Garfield toasting a beautiful autumn afternoon. (Of course, Eddie had arrived early to start telling all of his famous stories!) The crowd at the bar increased quickly, and then the fun began, and Eddie wasn't the only one telling stories!

When registration was completed, there were 25 boats from 15 fleets across 11 states, and the Bahamas. The age divisions had the following number of boats: Novice (40-49) - 9; Intermediate (50-59) - 7; Advanced (60-69) - 7; and Expert (70-and over) - 2. Chautauqua Lake started a new tradition by awarding a special keeper trophy to the past commodore who scored the highest during this regatta.

Thursday dawned with a gorgeous blue sky, and lots of wind. The schedule called for only afternoon races, and shortly after lunch, the winds were blowing close to 20 from the southwest. Two fast-moving races were held, and both found Fritz Gram in first place. All the Masters showed their experience as only one boat went over in the brisk air. In the first race Fritz was followed by Buzz Levinson, Ralph Swanson, Dan Blodgett, and Bob Wightman. The second race found Sam Mollett, Russ Cook, Bob Blomquist, and Dan Wesselhoft trailing Fritz.

In spite of the stiff exercise, all sailors made it back to CLYC for the cocktail party and dinner.

Friday afternoon was beautiful, with no winds at all. The keg was tapped early when the races for that day were cancelled.

Saturday afternoon winds varied from 1 - 8 mph as two races were sailed. Fritz once again proved unbeatable as he finished the third race in first place. This time he was followed by Basil Kelley, Wesselhoft, Blodgett, and Chuck Loomis. By this time, it was obvious that Fritz was the winner overall, but it was a toss-up to decide the winners in each of the divisions, and the other overall places.

The fourth race was sailed in fluke air, and this time there was a surprise at the finish as Sam Mollett hit the line first and was followed by Blodgett, Levinson, Gram, and Wesselhoft.

Saturday evening there was another fantastic cocktail party, and a super delicious dinner. And Eddie Williams still had a few stories left to tell!

Trophies were presented to the follow-

ing overall winners, and their crews - Fritz Gram and Jane Bradshaw, Buzz and Winnie Levinson, Dan and Susanne Blodgett, Dan and JoAnn Wesselhoft, and Ralph Swanson and Tom St. John.

Winners in each age category were; Novice - Fritz Gram, Dan Blodgett, and Dan Wesselhoft; Intermediate - Buzz Levinson, Ralph Swanson, and Sam Mollett; Advanced - Chuck and Wayne Loomis, Eddie Williams and Denny Bush, and Red Garfield and Chuck Hodges; and Experts - Ted Wells and Chris Videll, and Harold Griffith and Jack Atchinson. The Chautauqua trophy, awarded to the highest

scoring past SCIRA Commodore, was presented to Buzz Levinson.

One interesting fact to note is that there were 12 husband-wife teams sailing, and at last report, all are still married!

Ted Wells, sailing with CLYC skipper Chris Videll, admired Chris' de-weeder, and was amazed to find it in his car when he arrived home. Chris was equally pleased to find an autographed copy of Ted's book in the mail a few days later.

A good time was had by all participants, and Red Garfield and the CLYC Snipe fleet and club deserve a vote of thanks for a well run regatta. And I understand Eddie Williams still has a few tales saved for next year!

Candy Larson
Chautauqua Fleet 124

MASTERS CHAMPIONSHIP (Top 10 of 25 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
16699	Fritz Gram/Jane Bradshaw	Cuba Lake	1-1-1-4	8	1
24114	Buzz Levinson/Winnie	Indianapolis	2-7-6-3	33.4	2
23400	Dan Blodgett/Suzanne	Mercer Island	4-14-4-2	39	3
18266	Dan Wesselhoft/JoAnn	Peoria	9-5-3-5	40.7	4
24999	Ralph Swanson/Tom St. John	Winchester, MA	3-10-7-6	46.4	5
19491	Russ Cook/Susie	Keuka	6-3-9-12	50.4	6
23624	Sam Mollett/Alice	Akron	dnf-2-11-1	51	7
23182	Bob Blomquist/Glenda	Towson, MD	7-4-12-11	56	8
16488	Basil Kelly/Susan Hallowesco	Bahamas	8-9-2-20	58	9
24266	Randy Nord/Charlie Eshleman	Princeton, NJ	10-6-10-10	59.7	10

Sam, Brian Mollett Ace New York State Open

Traveling from Portage Lake Yacht Club was a worthwhile trip for Sam Mollett, who, with son Brian as crew, copped the New York State Open with three first place finishes.

Saturday arrived with lots of sun, but little wind and after an early lunch, the sailors began with the first of three races.

All the courses were port olympic, but the wind varied with each race. Beginning with winds of 15 mph, the first race was off to a quick start. Sam Mollett found the North shore to his liking as he was an easy winner in the first race. He was followed by Ian Brown, Fritz Gram, Dick Hand, and Eric Eiffert. By the start of the second race, the winds had diminished to 10 mph, but that proved no problem to Sam as he again hit the finish line first. This

time Dick Hand, Ian Brown, Eric Eiffert, and Fritz Gram followed.

By the start of the third race, winds were only 5 mph. They dropped quickly, and the race committee wisely shortened the race from 6 legs to 4. Once again, Sam had all the boats behind him. This time he was followed by Gram, Hand, Eiffert, and Les Larson.

The cocktail party and dinner were well received by all the participants, as always!

A fourth race, scheduled for Sunday Morning was cancelled for lack of wind. Trophies were then awarded to the first five skippers and crews.

Candy Larson
Chautauqua Fleet 124

NEW YORK STATE OPEN (Top 10 of 22 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
23624	Sam Mollett/Brian Mollett	Portage Lake	1-1-1	0	1
23625	Dick Hand/Paul Wood	Portage Lake	4-2-3	16.7	2
16699	Fritz Gram/Jane Bradshaw	Cuba Lake	3-5-2	18.7	3
21800	Ian Brown/Leslie Forge	Pier 4 SC	2-3-8	22.7	4
23276	Eric Eiffert/Greg Eiffert	Newport	5-4-4	26	5
19721	Les Larson/Candy Larson	Chautauqua	7-6-5	34.7	6
19793	Lucius Bugbee/Liz Bugbee	Cuba Lake	6-7-6	36.4	7
23968	Paul Wood/Rick Wood	Portage Lake	9-8-7	42	8
21458	George Hock/Andy Hock	Newport	13-9-11	51	9
22284	Jack Pierotti/Buffy Callen	Cuba Lake	8-10-16	52	10

Boatspeed Tuning

by Mark Reynolds

Most of us use the race course to test new sails or tuning adjustments. We put up a new sail or change our shrouds and then go out and use it on the race course. Usually, if we win the race, we figure we were fast and if we lost, we were probably slow. We may not, in fact, have won or lost because of boatspeed, but were tactically smart that day or unfortunate to be out of phase with the shifts. The best way to test new equipment, or tune, is with straight line two boat testing.

A testing program allows you to isolate variables in order to see what is fast or slow in adjustment or sails. We can make small changes in a controlled situation to leap frog our boat speed to a higher level.

Here at North Sails we are constantly two-boat testing to insure that our sails remain the fastest available. Small changes are made in existing models or a completely new design may be tested. You can use this same process to increase your boatspeed. Not only sails can be tested but changes in other factors, such as mast bend, sheet tension and jib leads.

When boatspeed testing, it is best to use only two boats. It is possible to use more but this can become harder to keep organized. It is best to test in an area that is as free of shifts as possible. The two boats line up with approximately 1½ boat lengths between them and the leeward boat even with the windward boat.

The leeward boat usually has a little advantage because it is able to foot off without worrying about bad air, so it is best to alternate positions in case one boat is a pointer and the other a footer. The distance between the boats should

not be too great so the boats will remain in the same wind. *Whenever one boat pulls out ahead or drops too far to leeward, stop and start over again.* You learn nothing with one boat dead ahead of the other. Always keep an eye on the compass to make sure you can account for shifts which will favor one boat or the other.

When testing, first make a few control runs with your standard trim so you can measure the change in speed. Change only one thing at a time.

When sail testing we try to have identical crew weight, masts, hulls and tune. This way we are able to isolate the variables. Boat "A" and "B" will start with the same sails. If the speed is not equal at this point we will switch helmsmen to see if this makes a difference. When we have both boats going the same speed, we have one boat put up the new sail. After we have measured a difference, we will switch sails between boats to see if we get the same result. *When testing tuning changes, let one boat (the faster if there is a difference) remain constant while the other changes their tune.*

Keep track of all changes made, wind and water conditions and any other variables so the experiment can be tried again in different conditions at a later date to see if the conclusion is the same. When testing sails, we must test in every wind condition before an experimental model is tested on the race course and becomes a standard model.

Variables to experiment with: sails - main and jib; mast bend - shrouds, spreaders, pullers; jib leads - fore and aft or in and out; main traveller adjustment; rake; mainsheet and jibsheet tension.

Everyone sails with different styles, crew weights and abilities, so everyone cannot sail with the same trim. Copying the set up of the fleet champion may not

be the answer for you if you sail 50 pounds heavier. Two-boat testing will allow you to arrive at the optimum trim you need.

This article is reprinted from the North Sail Snipe Newsletter with permission from Mark and North Sails.

Fishers Stop Competition Cold At Frigid Digit

Patti and Greg Fisher sailed very smart and fast to lead the 34-boat fleet around the light air course on Saturday, winning the first race, and finishing first in the second race that was later thrown out. Sunday gave them the opportunity to show that they could hang tough upwind with the big boys, Griff Hall and Sam Mollet, in twenty knots plus, then scream away down wind. A steady thirty knots of breeze shortened the series to give the Fishers a convincing Frigid win (ask any crew just how cold it was).

A strong contingent of out-of-towners came to see what Annapolis might offer for the 1981 Nationals. Don't make bets on the weather, but we can offer good company, cold beer, hard crabs, and some hot locals to keep everyone honest.

The Frigid Digit is the last of the Call-of-Fall Series regattas in District I. Fred Thurston of the Annapolis Fleet was overall winner for 1980.

*Sandy and Kin Yellot
Annapolis Fleet 532*

FRIGID DIGIT REGATTA

Patti, Greg Fisher	1-1-2	1
Griff Hall, Alex Stout	3-3-1	2
Sam Mollet, Peter Teeling	2-2-7	3
Bob Blomquist, Bob Ashford	12-8-3	4
Randy Nord, Dave Anderson	10-9-5	5
John Johns, Susan Cares	5-7-dnf	6
Keith Donald, Cheryl Walsh	6-dnf-8	7
Rob, Don Gorman	22-6-10	8
Sandy, Kin Yellott	18-4-dnf	9
Gina Blomquist, Mark Hasslinger	13-12-10	10

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Ed Griffith Reports On Sailing In Japan

Ed. Note: Japan is one of our biggest Snipe countries - they order 100 or more new numbers every year - but the language barrier makes it impossible to present stories on racing in Japan. Ed and Martha Griffith returned to Cincinnati, OH last September after a 3 year stay in Japan, and sent the following report to the BULLETIN.

Believe me -- if you want the shock of your life, just wait until the day your boss walks in and says, "We have an interesting assignment for you -- how would you feel about going to Japan?" Stunned is the only way I can describe my reaction. So, Kobe, Japan, near the great industrial city of Osaka, became our home in mid-1977. We left our Snipe with Lee Griffith in hopes sailing would be available in Kobe.

It was, but not for me for reasons I'll explain later. First, let me orient you geographically. Kobe is about 550km west of Tokyo on the Inland Sea of Japan. Japan is oriented East-West rather than North-South as most people believe. There are centers of sailing activity all along the Inland Sea coast with the most prominent being in Tokyo Bay and Osaka Bay. We have seen dozen of Snipes sailing in such diverse places on the Inland Sea as Hiroshima (site of the atomic blast), Takamatsu on Shikoku, and off Ise peninsula. Lake Biwa, near the ancient capital of Kyoto even boasts a Snipe sailing school!

One of the most prominent sailing centers is located at Nishinomiya Yacht Harbor near Kobe. I estimated that there are about 250 boats of various classes there including Yamaha 14's and 16's, 470's, Lasers, Snipes and various cruising categories. Boat ownership is so expensive that most boats are owned by clubs in order to spread the cost. The accompanying pictures show the harbor area and Snipe activities. The boats belong to the Kobe YMCA Sailing Club. I counted 150



Rigging up on the beach.



Nishinomiya Yacht Harbor. YMCA Yacht Club on the left. Boats are sailed off the beach from cradles, which 8-10 people carry to the water. (Ed Griffith photos)

Snipes before giving up trying to count them all. Whether they are all registered with SCIRA I couldn't find out as my Japanese language ability is pretty much limited to ordering a "mizuwari" (Scotch and water).

The majority of the boats are of the home-built, plywood variety, but we also counted 24 with the old Chubasco trademark in the cockpit. I was told that these came from the molds sent to Japan by Herb Shear back in the early 1970's.

Sails did not appear to be up to the standards of U.S. manufacturers but rigging was up-to-date and functional. The sailors themselves were mostly from college sailing teams or other young people in their late teens and twenties. I remember the surprise of everyone a number of years ago at the Western Hemispheres when the Japanese won the first time they

participated. Now I think I know the secret -- PRACTICE! They sail at least six races every Saturday, Sunday and holiday, and most people get in at least two evenings or more a week of additional sailing time. One young man from my office told me he had cut 1.2 seconds off his tacking time in 10 - 15 kt. wind by practice and he now averaged about 3.5 seconds total tacking time. No wonder the Japanese are world class sailors.

Oh yes, why haven't I sailed more? First was the cost. Second, was the fact that Osaka Bay is very badly polluted. Frankly, I just didn't want to get too near *that* water!

Sayonara from Japan. We missed our many Snipe friends, particularly in District III. Hope to see you at a regatta soon!

Ed Griffith

Basic Snipe Sailing Manual

Intended for beginning Sniper, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsize; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook -- still not complicated. \$1.00 per copy -- \$8.00 for 10. From SCIRA only.



Race committee, Japanese style. Pretty young women are a fixture. (Ed Griffith photo)

New Racing Rules

The new racing rules approved at the November 1980 meeting of the IYRU become effective May 1, 1981. Copies of the racing rules may be obtained from the IYRU. In the U.S. the rules are available from the USYRU office, Box 209, Newport, RI 02840. They are sent to all members of USYRU on payment of the USYRU annual dues of \$20. Copies are available to non-members for \$5, which may be applied toward the membership dues. All SCIRA members should join their national sailing organizations.

The most pertinent rules changes include: Rule 22.3, Clothing and Equipment, will prohibit the wearing of anything for the purpose of increasing weight, unless specifically permitted by class rules. In addition, total weight of clothing and equipment worn for any purpose including warmth may not exceed 15 kg when soaked, unless permitted by class rules or sailing instructions.

Rule 60, Means of Propulsion, clarifies permitted and prohibited actions (kinetics mostly). Bodily action to make the boat go faster is prohibited except that when planing or surfing conditions exist - solely for the purpose of initiating a plane-a competitor may pump the sail (no more than three times) and ooch forward and aft. Such actions are permissible only when accelerating the boat down the face of a wave or responding to a wind increase. Both prohibited and permitted actions are more clearly stated than in the old rules.

The 720 alternative penalty was clarified. A competitor may now do a 720 and still protest.

These brief explanations of some rules changes are NOT a substitute for owning a rule book. Copies of the rules should be available sometime in March, and you should have yours in time to compete in SCIRA's Golden Anniversary sailing season.

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- 1, 2 – Michigan State Champs
- 1, 4 – Wolverine
- 1, 2 – Memphis
- 1, 2 – Redneck
- 1, 5, 6 – Bermuda Race Week
- 1, 3 – Georgia State Champs
- 5 – Nationals, Heinzerling
- 1, 3 – Nationals, Wells
- 1, 2, 3 – Indiana Open
- 1 – Bolde Mother
- 1, 2, 3 – Frigid Digit
- 1 – District 5
- 1, 2, 3, 4, 5, – Snipe Hunt
- 3, 4 – North Americans

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Sanctioned Snipe Regattas

MARCH 8-10, SCIRA MIDWINTER CHAMPIONSHIP, Clearwater Fleet 46, Francis Seavy, 1840 Stevenson Ave., Clearwater FL 33515.

MARCH 13-15, DON Q RUM KEG, Miami Fleet 7, Gonzalo E. Diaz, 5520 S.W. 72nd Ave., Miami, FL 33155.

MARCH 18-21, BACARDI CUP and GAMBLIN MEMORIAL SERIES, Nassau Fleet 391, Godfrey K. Kelly, P.O. Box N 1113, Nassau, Bahamas.

APRIL 11-17, PRINCESS SOFIA TROPHY, PALMA INTERNATIONAL WEEK, Federacion Espanola de Vela, Avda. Joan Miro, s/m San Agustin (Calanova), Palma de Mallorca, Balears, Spain.

MAY 1-3, COPPER CUP, Belgian Snipe Fleets, Guy Lachappelle, Rue Dodonee 113, 1180 Brussels, Belgium. (At Nieuporrt, Belgium).

MAY 27-31, EUROPEAN CUP and CRITERIUM NATIONAL OPEN, French fleets, Michel Beaudoin, Zone Industrielle du Ty-Mor, 56700, Hennebont, France.

JUNE 13-14, STONE INTERNATIONAL, Stone Fleet 372, Stone S.C., St. Lawrence Bay, Essex England. Write: John Broughton.

JUNE 27-28, BROADSTAIRS OPEN, Broadstairs Fleet 388, Broadstairs, Kent, England. Write: John Broughton.

JULY 11-12, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Severn Sailing Association, Annapolis Fleet 532, Ivan Lawton, 2347 Maytime Dr, Gambrills, MD 21054.

JULY 12-18, 50TH ANNIVERSARY REGATTA, UK NATIONALS, Southend, Essex, England. John Broughton, 24 Empress Dr, Chislehurst, Kent BR7 5BD, England.

JULY 13-17, U.S. NATIONAL CHAMPIONSHIP, Severn Sailing Association, Annapolis Fleet 532, Ivan Lawton, 2347 Maytime Dr, Gambrills, MD 21054.

AUGUST 22-23, BLUE CIRCLE INTERNATIONAL and BRITISH JUNIOR NATIONALS, Blue Circle Fleet 545. Write: John Broughton.

SEPTEMBER 7-12, SNIPE WORLD CHAMPIONSHIP, Alamitos Bay Fleet 218, Sherwood Jones, 2702 Denmead Ave, Lakewood, CA 90712.

SEPTEMBER 12-13, NORTHWEST CHAMPIONSHIP, Budworth Fleet 217, Budworth, Cheshire, England. Write: John Broughton.

SEPTEMBER 26-27, SOUTHEAST CHAMPIONSHIP, Maldon Fleet 362, Maldon, Essex, England. Write: John Broughton.

OCTOBER 25, CROSBY OPEN, Crosby S.C. Liverpool, Lancashire, England. Write: John Broughton.

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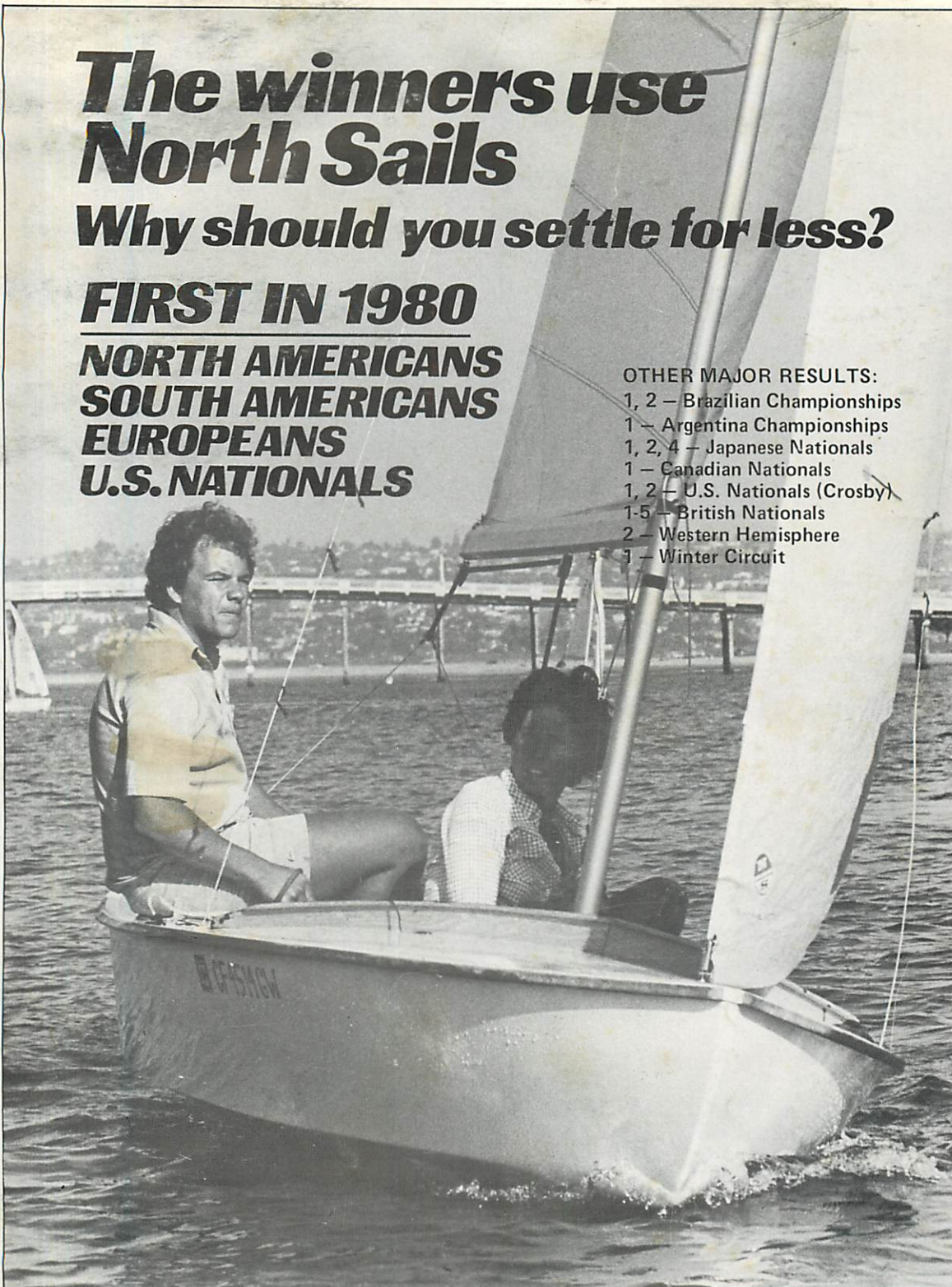
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